



A
MB
TA
Sile
V.2 H.3

BULK RATE
U.S. Postage
PAID
Boston, Mass.
Permit No. 5

GOVERNMENT DOCUMENTS
DEPARTMENT
BOSTON PUBLIC LIBRARY

Edward J. King, Governor

Published by the Massachusetts Bay Transportation Authority

Construction Updates Section I

The Schiavone Construction Company of New Jersey, has been awarded Contract 097-115 for the area between West Canton and Harcourt Streets and the Carter Playground in Section I. This work will include the excavation of the right-of-way and construction of a waterproof reinforced concrete "boat section" box enclosing the railbed. Carleton and Claremont Streets will be reconstructed on top of the new railbed structure. In addition, two bridges located at West Newton Street and Massachusetts Avenue will be rebuilt.

Schiavone Construction Company's trailers are set up near the Carter Playground and construction has already begun. A detailed construction schedule is in preparation and contracts for rodent control, soil sampling and fence installation will be underway in the first few weeks in April. Plans are developing for temporary sidewalks and pedestrian overpasses at West Rutland Square/Durham Street and West Canton/Harcourt Streets. Materials are being ordered, project signs installed, and pre-construction surveys conducted.

Managing this effort for Schiavone is Burton Kassap, who brings to the Southwest Corridor Project successful management of other projects similar in scope. As a company, Schiavone offers expertise from recent New York City subway construction and also from construction of large structures such as spans of the New Jersey Turnpike over the Hackensack River.

Sección I

El contrato 097-115 fue concedido a la Compañía de construcción Schiavone de New Jersey, para el área entre las calles West Canton y Harcourt y el Carter Playground de la Sección I. Este trabajo incluirá la excavación del derecho de vía y la construcción en hormigón armado impermeable del cajón de la "sección nave" que contendrá la cama de rieles. Las calles Carleton y Clarendon van a ser reconstruidas encima de la estructura nueva de los rieles. Además, se reconstruirán dos puentes en la calle West Newton y la Avenida Massachu-

CORRIDOR NEWS

Southwest
Corridor
Project
Newsletter

vol.2 no.3



Slurry wall construction and removal of pedestrian bridges in section I

setts.

Los remolques de la compañía Schiavone están estacionados cerca del Carter Playground y ya se empezó el trabajo. Se encuentra en preparación un horario detallado de los trabajos y los contratos para el control de ratas, muestras de tierra e instalación de cercas comenzarán a mediados de abril. Se están desarrollando los planos para aceras temporarias y sobre-pasos para peatones en West Rutland Square y la calle Durham, y en las calles

Harcourt y West Canton. Ya se hizo el pedido de materiales, se instalaron rótulos, y se condujeron los specs.

El encargado de este trabajo es Burton Kassap, de la Compañía Schiavone, quien ha dirigido con éxito otros proyectos similares. La Compañía Schiavone ofrece la experiencia de la construcción reciente en el subterráneo de New York, como también de construcciones de grandes estructuras como trechos de la New Jersey Turnpike sobre el Río Hackensack.

Historic Stony Brook

For well over 100 years, Stony Brook, which runs from Turtle Pond in the Stony Brook Reservation in Hyde Park to the Back Bay Fens, has been contained in culverts as the city changed and developed around it.

Today, a masonry culvert (a large underground pipe carrying a brook or sewer) dating from the 1890s is still visible at the bottom of the excavation located in Section II of the SWCP along Columbus Avenue. Portions of this culvert will be relocated to allow for construction of the depressed rail/transit structure south of Tremont Street where it

crosses the Corridor.

The relocated conduit will be designed as three 13 foot by 8 foot boxes. Approximately 600 feet of the conduit will be relocated about 50 feet south of where the existing conduit crosses the railroad right-of-way. The conduit is being designed as an integral part of the depressed transit structure. This work is scheduled for completion by October 1981, so that transit construction can begin above it. Currently exposed, the Stony Brook watercourse will then again be hidden from sight.

(Cont. on page 4)



Southwest Corridor
Project Newsletter
June 1981

NAME _____
ADDRESS _____
I want to receive the
Corridor News

MAIL TO:
WALLACE, FLOYD, ELLENZWEIG,
MOORE, INC.
65 Winthrop Street
Cambridge, MA 02138



Design of the Southwest Corridor Project has progressed well during the past few months. In addition to the contracts awarded in 1980, four major line construction contracts are now being completed and are scheduled to be advertised and awarded before the end of this year (1981).

Design of stations and of remaining line contracts is progressing on schedule. Landscape architects are working on final plans for the Southwest Corridor parkland and overall project landscaping. I expect to be meeting with residents of each section during the coming months to review landscape plans, and I look forward to seeing many of you at that time.

Section II

Contract No. 097-207 has been awarded to the joint venture of J.F. White Contracting Company, Morrison-Knudsen Company, Inc., and Mergentime Corporation for Part A of the line construction.

This two-year contract involves the excavation and construction of the boat section structure as well as building three bridges at Cedar, Tremont and Prentiss Streets. Prior to the construction of the bridge at Tremont Street, a temporary rotary is being built at the intersection of Columbus Avenue and Tremont Street to facilitate the flow of traffic during construction. Also included in this contract will be the rebuilding of remaining portions of the new arterial street from Roxbury Crossing to Ruggles Street. This work will require the closing of part of Tremont Street between New Dudley Street and Whittier Street.

Founded in 1910, J.F. White was the prime contractor of the Schaefer Stadium, the MBTA's Orange Line Mystic River Bridge, the Wellington

MBTA Facility, the MBTA Haymarket North Extension and the MBTA Quincy Center Station Garage. As a joint venture White, Morrison-Knudsen, Mergentime has worked throughout the country.

Tony Masiello is J.F. White's Project Superintendent and has been with the company for thirty years. Sepia Underground, a local minority firm headed by John Franklin, will be subcontracting for the joint venture.

Sección II

El contrato No. 097-207 se asignó conjuntamente a J.F. White Contracting Company, Morrison-Knudsen Company, Inc. y Mergentime Corporation para la Parte A de construcción de línea.

Este contrato de dos años, incluye la excavación y construcción de la "sección nave", así como también la construcción de tres puentes en las calles Cedar, Tremont, y Prentiss. Antes de construir el puente en la calle Tremont, se está construyendo un círculo de tráfico temporal en la intersección de la Avenida Co-

lumbus y la Calle Tremont para facilitar el tráfico durante el período de construcción. También se incluirá en este contrato la reconstrucción de las porciones restantes de la nueva arteria desde Roxbury Crossing hasta la calle Ruggles. Para hacer este trabajo habrá necesidad de cerrar parte de la calle Tremont entre las calles New Dudley y Whittier.

Fundada en 1910, J.F. White fué el principal contratista del Estadio Schaefer, el puente del Río Mystic de la Orange Line, los servicios públicos de la MBTA en Wellington, la extensión de la MBTA de Haymarket y el garage de la estación de la MBTA en Quincy Center. Sepia Underground, una firma local de minoría, dirigida por John Franklin tendrá el sub-contrato en este trabajo.

Section III

Salah and Pecci Construction Company, Inc. of Canton, Massachusetts has been awarded the first Section III line construction contract (097-

305), with construction underway the week of March 23rd. The firm's bid of \$20,999,863 was the lowest submitted by six contractors for the construction of 2000 feet of the concrete "boat section" and related street and utility work at the northern end of Section III in Jamaica Plain.

Since it was founded in 1954, Salah and Pecci has completed heavy construction projects for the Boston Redevelopment Authority, the Massachusetts Department of Public Works, the Metropolitan District Commission, the Massachusetts Port Authority, the Massachusetts Turnpike Authority, the United States Army Corps of Engineers and several cities and towns in Massachusetts. One of the firm's major projects was the construction of a 900-foot wharf and related facilities at the Moran Docks in Charlestown. Other projects have included several large sewer projects in Boston and Cambridge for the MDC.

Sección III

Salah & Pecci Construction Company, Inc. de Canton, Massachusetts, se ganó el primer contrato (097-305) de construcción de línea de la Sección III y los trabajos se empezaron la semana del 23 de marzo. La propuesta de \$20,999,863 fué la más baja de entre las seis presentadas por contratistas para la construcción en concreto de 2000 pies de la "sección nave" y trabajos relacionados en la calle y servicios públicos al norte de la Sección III en Jamaica Plain.

Desde su fundación en 1954, Salah & Pecci han completado proyectos de construcción pesada para Boston Redevelopment Authority, Departamento de Obras Públicas de Massachusetts, Metropolitan District Commission, Massachusetts Port Authority, Massachusetts Turnpike Authority, United States Army Corps of Engineers y varias ciudades en Massachusetts. Uno de los proyectos mas grandes de esta firma fué la construcción de un muelle de 900 pies y demás servicios públicos en Moran Docks en Charlestown.

Current Construction Contracts

	Section I	Section II		Section III
Contract #	097-115	097-207	097-208	097-305
Contract Name	Section I Line Construction	Section II Line Construction Part A	Stony Brook Reconstruction	Section III Line Construction
General Contractor's Name	Schiavone Construction Co.	White, Morrison-Knudsen, Mergentime	Modern Continental Construction Co.	Salah & Pecci Construction Co.
Address- Contractor's Site Office	200 Camden St.	Elmwood St., Roxbury	Roxbury Crossing at Tremont St. & Columbus Ave.	Hoffman & Lamartine Sts.
Contractor's Phone/ NOISE #	437-9300	427-0592	427-6654	524-1812
Contractor's Superintendent and Project Manager	Ivan Janowsky Burton Kassap	Tony Masiello	Joe Almeida	George Crawford Richard Russo
MBTA Site Office	JA Building, 716 Columbus Ave.	Elmwood St., Roxbury	Elmwood St., Roxbury	Asticou Rd., Forest Hills
MBTA Construction Project Manager	William Quinlan	Jack Dougherty	Jack Dougherty	John Powers
MBTA Resident Engineer	Andy Bernazzani 445-4063	Peter DiGiulio 427-0555	Mike McInnis 427-0555	Joe Ragone 722-5078

- For more information call the SWCP HOTLINE 722-3300
- In case of emergency call the MBTA Police 722-5151
- For gas emergency, call 323-9308

Planning for Parcel 18

Parcel 18, which contains the cleared land at the present intersection of Columbus Avenue and Ruggles Street, is one of 11 land development parcels in Section II. The parcel contains about 330,000 square feet (or approximately 7.5 acres).

According to a study completed by Charles G. Hilgenhurst Associates, Inc., Parcel 18 represents a substantial development opportunity for several reasons. It is adjacent to the Ruggles Street Station, which in the future will provide rapid transit and commuter rail service. The parcel is also close to reconstructed Columbus Avenue and relocated Ruggles Street as well as Northeastern University and other educational, cultural and medical institutions. The future uses in Parcel 18 will directly serve the Roxbury, Mission Hill, South End and Fenway neighborhoods.

The area surrounding the parcel has experienced intensive new public and private investment. The Campus High Urban Renewal Area is located to the east of the right-of-way. Madison Park High School and the Occupational Resources Center have recently been completed, and the Lower Roxbury Community Corporation's housing project, located to the east of Tremont, has completed three phases of housing with one more to the south in the final planning stage.

At present Parcel 18 includes a significant amount of vacant land. The site might be used as the staging area for the construction of the Ruggles Street Station and therefore may not be available until 1983.

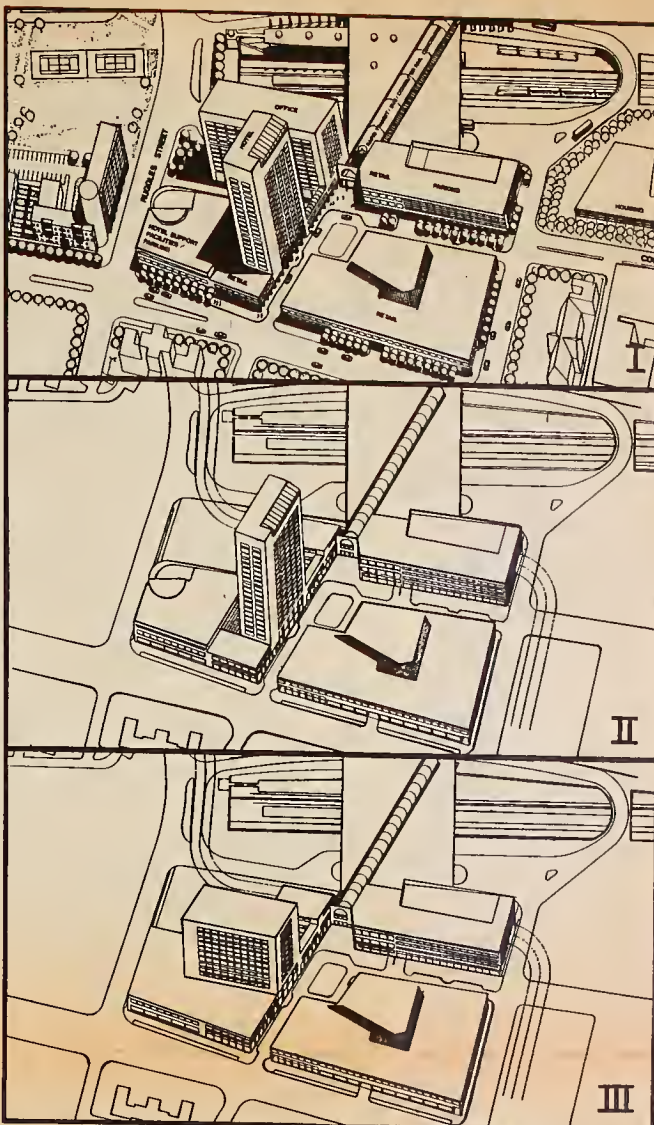
The initial planning work has developed many suggested alternative usages for the parcel, of which the most promising three alternatives are shown. These alternatives include various combinations of retail, hotel, office and parking space. (See illustrations which

accompany this article.) Further evaluation of the alternatives must be concluded prior to deciding upon the best economically feasible scheme. The final plan will be determined through the assessments of the Task Force, community input, the identification of potential tenants and the availability of any federal and state funds needed to help implement the project. The function of the Parcel 18 Development Planning Task Force is to analyze the feasibility of marketing and developing Parcel 18, to determine the size and variety of uses possible and to define how these uses can be developed. Eventually, a development plan will be published.

According to the Task Force's Memorandum of Agreement, members of the Task Force representing community interests include: the Lower Roxbury Community Corporation (LRCC), the Community Development Corporation of Boston (CDC), the Greater Roxbury Development Corporation (GRDC) and the Roxbury Action Program (R.A.P.). All have both planning and development capabilities.

Other members of the Task Force include the Massachusetts Department of Public Works (MDPW) and the MBTA, The City of Boston and Northeastern University, which owns a considerable amount of the land adjacent to Parcel 18. The MBTA is represented by the Southwest Corridor Coordinator.

The Task Force sponsors a meeting on the first Thursday of every month at the Community Development Corporation of Boston at 801 Albany Street. These meetings are open to the public. Parcel 18 Open Houses are held in order to give the Section II community a chance to review the Task Force's current work. The most recent Open House was on March 2, 1981.



ALTERNATIVE I:

Hotel and related facilities + 200 spaces of parking - 240,000 SF
Office - 150,000-300,000 SF
Retail - 177,000 SF
Parking - 430 spaces - 80,000 SF

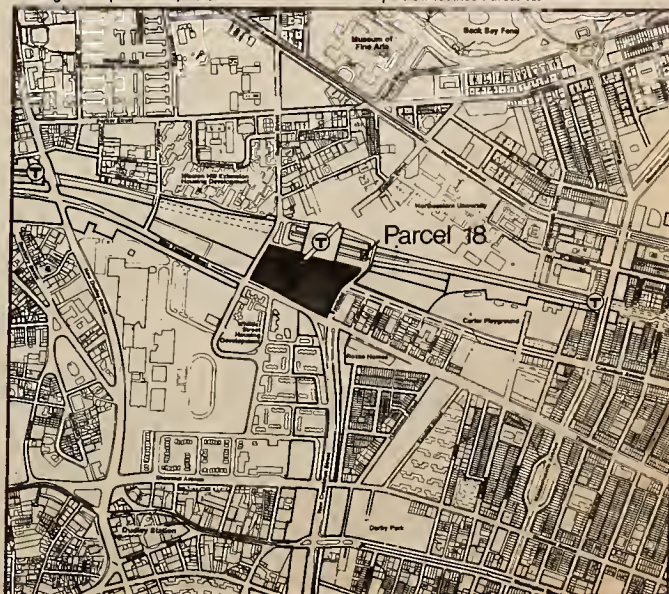
ALTERNATIVE III:

Office - 150,000-300,000 SF
Retail - 249,000 SF
Parking - 430 spaces - 80,000 SF

ALTERNATIVE II:

Hotel and related facilities + 200 spaces of parking - 240,000 SF
Retail - 189,000 SF
Parking - 430 spaces - 80,000 SF

Map below locates Parcel 18.



Resumen en Español

La Parcela 18, que contiene el terreno despejado en la intersección actual de la Avenida Columbus y la calle Ruggles, es una de once parcelas de la Sección II. El terreno es de cerca de 330,000 pies cuadrados (aproximadamente 7.5

acres). De acuerdo con un estudio hecho por Charles G. Hilgenhurst Associates, Inc., la Parcela 18 representa una buena oportunidad para urbanización por varias razones. Está ad-

(Continúa en la pág. 4)

Section II Planner

Planificadora de la Sección II

Dee Primm, PRF Harris
67 Long Wharf
Boston, MA 02110
Tel. 723-1700

Section III Planners

Planificador de la Sección III

Don Grinberg, Regla Gonzalez-Guerra, HNTB
Suite 3050, Prudential Center
Boston, MA 02199
Tel. 267-6710

La Parcela 18 (cont.)

junta a la Estación de la Calle Ruggles, la cual proveerá servicios de travía y trenes en el futuro. También está cerca de la Avenida Columbus y de la Calle Ruggles, así como de la Universidad Northeastern y otras instituciones de educación, cultura y medicina. Los usos futuros de la Parcela 18 servirán directamente a los vecindarios de Roxbury, Mission Hill, South End y Fenway.

Las inversiones públicas y privadas se han intensificado en el área que rodea a este terreno. El Área de Renovación Urbana de Campus High se encuentra al este del derecho de vía. Recientemente se terminaron la Escuela Secundaria Madison Park y el Centro de

"Occupational Resources", y se han completado tres de las fases de viviendas en el Lower Roxbury Community Corporation, con una más, al sur, cuyos planes se encuentran en la última etapa.

La planificación inicial ha resultado en varias sugerencias para usos alternos de la parcela, de las cuales, tres de las alternativas con más promesas se ven en la página 3. Estas incluyen varias combinaciones de negocios, hoteles, oficinas y estacionamiento. La evaluación ha de terminarse antes de decidir cual es la más económica. El plan final se determinará a través de las evaluaciones del Comité, participación pública, identificación de inquilinos probables y disponibilidad de fondos federales y estatales

los necesarios para ayudar a implementar el proyecto.

La función del Comité de Planeamiento para el Desarrollo de la Parcela 18 es de analizar la posibilidad de desarrollar el lote, determinar tamaño y variedad de usos probables, y definir como se pueden desarrollar éstos.

De acuerdo con el Memorandum de Asentimiento del Comité, los miembros que representan los intereses de la comunidad incluyen: Lower Roxbury Community Corporation (LRCC), Community Development Corporation of Boston (CDC), Greater Roxbury Development Corp. (GRDC), y Roxbury Action Program (RAP). Todos tienen capacidades de planificación y desarrollo. Otros miembros del Comité

té incluyen: el Departamento de Obras Públicas de Massachusetts (MDPW), y la MBTA, la ciudad de Boston y la Universidad Northeastern, que es dueña de una gran cantidad de terreno adyacente a la Parcela 18. El Coordinador del Corredor Suroeste representa a la MBTA.

Las reuniones del Comité se llevarán a cabo el primer jueves de cada mes en la Community Development Corporation de Boston, en el número 801 de la Calle Albany. Estas reuniones están abiertas al público.

History of Stony Brook (cont.)



Historic map showing the course of Stony Brook in Hyde Park.

In the 1800s Stony Brook's banks were lined with breweries, tanneries, shoe factories and rope factories which relied on water for power. Workers' housing was constructed nearby. As the area around Stony Brook grew more densely populated, fear of both epidemics and flooding mounted until, in 1867, an underground wooden culvert was built from Columbus Avenue near Camden Street to the Back Bay Fens to contain Stony Brook. In the 1870s, when electricity became cheaper than water as a source of power, Stony Brook functioned primarily as an industrial and residential sewer while continuing to carry the run-off from the area to the south.

In February 1886, a flood occurred at Bickford Street near the present Heath Street Project. To avoid future flooding, a pump was built at Pynchon

Street (located roughly at present-day Columbus Avenue between Roxbury and Centre Streets) and an enormous culvert was constructed in 1887 to accept the outflow to the Fens.

In the 1890s the railroad which had run adjacent to Stony Brook was rebuilt. In order to withstand the increased weight of the new tracks, a huge, new culvert was built which extended all the way to Minton Street in Jamaica Plain. A section of this very culvert is the one now seen at the bottom of the excavation in Section II along Columbus Avenue.

Those who wish to see Stony Brook at its source in its natural state, may want to visit Turtle Pond in the Stony Brook Reservation. The Reservation can be reached by bus route 33 leaving from Mattapan Station and bus route 40 leaving from the Arborway.

Resumen en Español

Por más de cien años, Stony Brook, que corre desde Turtle Pond en la Reserva Stony Brook en Hyde Park, hasta Back Bay Fens, ha sido contenido con alcantarillas.

Una alcantarilla de cemento (cañería subterránea por la que corren un arroyo o aguas negras) de la época de 1890, se puede ver todavía en el fondo de la excavación de la Sección II del SWCP a lo largo de la avenida Columbus. Parte de esta alcantarilla va a ser cambiada de sitio para dar lugar a la construcción de la estructura hundida de los rieles del ferrocarril y trenés al sur de la calle Tremont donde se cruza con el Corredor.

El caño que se va a mover será diseñado como tres cajones de trece por ocho pies. Aproximadamente 600 pies de este caño se moverán como 50 pies al sur de donde la alcantarilla actual cruza el derecho de vía del ferrocarril. El conducto se diseñará como parte integral de la estructura hundida. Se espera terminar este trabajo en Octubre de este año y así poder empezar a construir encima.

En 1800, las riberas del Stony Brook estaban alineadas por tenería, cervec-

rías, fábricas de zapatos y de lazos, las cuales dependían del agua para energía. Las casas para los trabajadores se construyeron cerca. Cuando esta área se pobló mas densamente, aumentó el temor de epidemias e inundaciones, hasta que en 1867 se construyó una alcantarilla de madera subterránea desde la Avenida Columbus, cerca de la calle Camden hasta Back Bay Fens. En 1870, cuando la electricidad se hizo más barata que el agua como fuente de energía, Stony Brook sirvió principalmente como desagüe industrial y residencial.

En febrero de 1886, hubo una inundación en la calle Bickford cerca del Proyecto de la Calle Heath. Para prevenir inundaciones futuras se construyó una bomba en la calle Pynchon (más o menos en el lugar de la Avenida Columbus entre las calles Roxbury y Centre) y una alcantarilla enorme para recibir el flujo del Fens fué construida en 1887.

En 1890, el ferrocarril que corría al lado de Stony Brook fué reconstruido. Para poder sostener el peso adicional de los nuevos rieles, se construyó una alcantarilla nueva, enorme, que llegaba hasta la calle Minton en Jamaica Plain. Una parte de esta alcantarilla es la que se puede ver al fondo de la excavación en la Sección II, a lo largo de la Avenida Columbus.